

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## AOPA Air Safety Foundation

AOPA Air Safety Foundation is one of the most active safety organizations in the aviation industry. They take a very active part in regulation reviews, congressional actions, and any actions that effect general aviation. They are a big part of GA's voice in Washington.

Their web site at <http://www.aopa.org/asf/> has a wealth of information. On the left side you will find articles and presentations that are relative to our type of aircraft and flying. In addition,

you will find videos and links to other sites. There are on-line refresher courses, locations of their free safety seminars, and even a safety quiz.

The Air Safety Foundation has been a partner with CAP in many of our projects such as the Conference on Aerospace Education.

I encourage all members, especially air crew members, to scan their page and take all the information you want.

Col John Tilton, CAP/SE

## Winter Warning

This is a reminder to all. Although cold weather has already reached a lot of us, not everybody has prepared for it. I know some wings will say that cold weather is when it bottoms out at 75 degrees, but for most of the wings, it will get really cold. Remember to have supplies available. Don't let someone drive off and unprepared for a mishap. If the engine stops, you may need warm clothes or an umbrella. You don't have to have a grocery store in the trunk, but

think of what may be nice to have in your area if you have to walk for a few miles. Check your anti freeze, tires, and heater before you travel. An aircraft without a working heater or an out of date CO2 detector may be asking for trouble.

Plan your activities for daylight hours. Advise participants to dress appropriately. Use common sense and enjoy the changes in the seasons.

Col John Tilton, CAP/SE



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## Rash

Reviewing recent Forms 78 it is apparent that a condition of RASH is prevalent among our ranks Nationwide. No, it's not a skin condition or something that can be cured with medicated cream. This type of rash occurs when members are careless and not giving their full attention to returning our aircraft to their place of rest, the hangar. The following is a repeat of an article that appeared in the July *Sentinel*:

A review of the CAP mishap reports that have come in on our new on-line reporting system show that CAP is having way too many mishaps involving "hangar rash." For the uninitiated, hangar rash results when an aircraft unintentionally comes in contact with the wall, door, ceiling or other immovable part of a hangar, and is the most senseless way for our airplanes to be damaged. If we take the time to move an airplane in or out of a hangar correctly, we should not be hitting anything in the process. Here are some suggestions to prevent damaging a plane moving in or out of a hangar:

Make sure the pathway in and out of the hangar is clear of obstacles.

Don't clutter the hangar with "stuff."

Use spotters to watch wings and tail section during movement.

Avoid sudden movements that may turn or twist airplane into obstacles.

If moving over door rails, place wood planks between or in front of the rails for smoother flow.

Make sure there is enough light in and outside of the hangar. Use car headlights if necessary.

Place blocks of wood behind the wheels as back stops; if possible bolt into the hangar floor as a never exceed point.

Have a yellow strips painted on the ground for nose wheel and main wheel reference into or out of the hangar.

Do you have any other suggestions? Send them to me for discussion in a future issue of the *Sentinel*. Hangar rash is unacceptable and one of the most preventable ways of breaking an airplane. A damaged plane is unable to perform its CAP mission.

You may also wish to review safety tips at the AOPA and NATA websites.

This rash can only be cured by you!

Lt Col Larry Mattiello, CAP

## Fire Prevention and Family Safety

With cold weather and the holidays approaching it would be a good idea to review fire safety together as a family. The following safety tips were provided by the McKinney Texas Fire Department:

- Know two ways out of each room in your home. Both windows and doors can be used as exits.
- If you have a multi-level home, you may need to purchase fire escape ladders to be used for escape from

upstairs windows.

- Draw a floor plan of your home that shows two ways out of each room. Post it on your refrigerator or where everyone can see it.
- Agree on a meeting place such as outside and safely away from the home-such as the neighbor's home or mailbox, where everyone can meet after escaping a fire. Then you can quickly ensure that all have escaped safely.

- Because most fatal fires happen at night, practice your plan while everyone is in their sleeping area.
  - Practice your plan by staging a home fire drill at least every six months and provide some challenges such as blocked areas as if it was the fire or smoke.
  - Make sure everyone in your home, including visitors, can hear and recognize the sound of your smoke alarms.
  - Even though your smoke alarms may be connected to your electrical system, they must also have a battery back up. Change the batteries at least once a year.
  - Have everyone in your home memorize 9-1-1 so they can call for help from a neighbor's home or cell phone.
  - If there are infants, older adults, or people with specific needs in your home, assign someone to assist them in the fire drill and in the event of an emergency.
  - Always keep stairways and exits clear and free from clutter. You never know when you might need to use them in an emergency.
  - In a real fire you must move quickly, carefully and calmly.
  - Children may need assistance escaping. Make this part of your plan.
  - When the smoke alarm sounds, GET OUTSIDE AND STAY OUT! Never, ever go back inside.
- For more information go to [www.sparky.org](http://www.sparky.org)
- Lt Col Larry Mattiello, CAP

<p><b>Summary of CAPFs 78 Received at NHQ CAP for September 2007</b></p>
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**Aircraft**

Aircrew hand-towing aircraft to parking space made contact with another aircraft denting other aircraft's rudder.

**Vehicle**

CAP member using POV to tow CAP glider for maintenance rolled vehicle and trailer.

**Bodily Injury**

Two senior members had nose bleeds shortly after working in hangar. Inhalation of fumes or dust suspected. Cadet fell while holding the wing of a glider and fractured small finger on right hand. Cadet passed out during drill movements and hit head on concrete floor.